

River Currents

Second Coast Guard District

Vol. 9, No. 4 August, 1989



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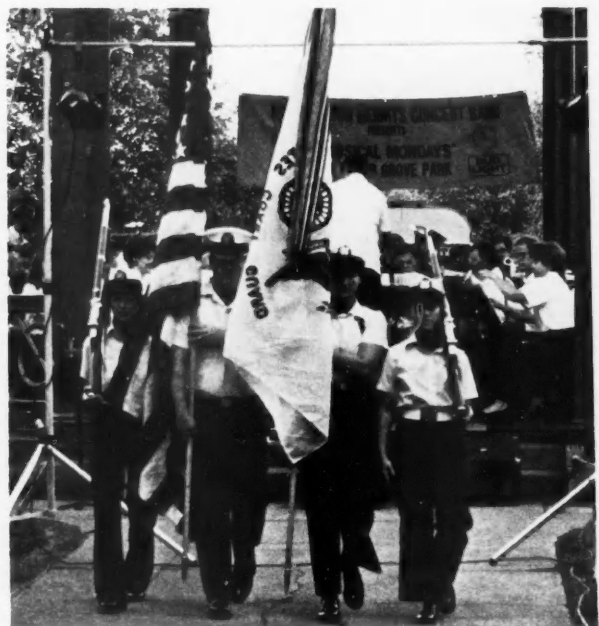
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On the front . . .

John Waigand, Auxiliary commander, Flotilla 316, shows a young spectator the correct way to wear a lifejacket. The Auxiliarists set-up a booth on Education Day on boating and safety during the St. Louis Veiled Prophet Fair. More photos and story on pages 6 and 7. (Photo by PA1 Gail Williams)



The Second District color detail prepares to present colors during a Compton Heights Band Concert in St. Louis' Tower Grove Park Aug. 7. The band honored the Coast Guard and its bicentennial celebration during the concert. The color detail members are (from left to right) YN3 Bonnie Cusson, SK3 Glen Cash, SN Stephanie Evans, and SN Page Davis. (photo by PA2 Dean Jones)

Payday advanced

by Master Sgt. Mary A. Peterson, USA

To avoid financial hardship for active duty service members, Secretary of Defense Dick Cheney has waived the September-October military payday rule and has directed that September military pay be paid on Sept. 29.

This year's payday would, by law, be Monday, Oct. 2. Any other time of the year, payday is the first day of the following month or the last working day of the month if the first falls on a weekend or holiday.

The law specifies that the Oct. 1 payday not be a rollback because it is the beginning of the new fiscal year operating budget.

Nevertheless, the secretary has authority, allowed by Title 37 of the U.S. Code, to modify military pay schedules.

In a memorandum to the service secretaries, Cheney wrote, "The Oct. 1 payday was not advanced last year when it fell on a Saturday. Even that small delay in payment was an inconvenience to many service members and for some, a financial hardship. This year . . . unless the payday is advanced, many of your personnel will not receive their pay until Monday, Oct. 2."

The next time the fiscal juggle could occur is 1994, when Oct. 1 falls on a Saturday, and, by law, payday would be Monday, Oct. 3.



(Eighth Coast Guard District Photo)

Pamlico visits D2

D8 constr. tender repairs AtoNs, piers

by PA2 Dean Jones

A construction tender from the Eighth Coast Guard District made a 3,300-mile, six-week trek through the Second District river system this summer repairing aids to navigation and piers. The Coast Guard Cutter Pamlico left its homeport in New Orleans July 5 to begin a river ride that would take its crew as far north as Peoria, Ill.

Second District requested the assistance of its southern neighbor to repair damaged AtoN towers in the Tennessee and Illinois rivers and damaged pilings at the Paris Landing, Tenn., and Vicksburg, Miss., moorings. According to Al Winton of Ship Repair Detachment Cleveland, this work is normally done

by the Army Corps of Engineers or by commercial contractors.

"We wanted to test the feasibility of doing the repair ourselves," said Winton. "If it's successful, we (Coast Guard) could save a lot of money."

Winton coordinated the logistics of the 160-foot rivertender's trip with Second District units and made sure AtoN supplies were available as needed.

"Al Winton has done a super job," said the Pamlico's commanding officer, CWO Denton Adams. "The equipment was always waiting for us on the riverbank as scheduled."

Adams was also pleased by the hospitality he received from his counterparts in the Second District. "All the units we visited treated us great," he said.

During normal operations, the 13-

year-old Pamlico and its crew of 16 uses its 70-foot crane to repair and replace pilings along the intercoastal waterway from the western bank of the Mississippi River in New Orleans to the Louisiana-Texas border.

"Our busiest time is after a hurricane but we haven't had any this season," said Adams. "That's why we had the opportunity to help the Second District."

Coast Guard engineers will review the Pamlico's trip and determine future plans for repairing Second District AtoN towers.

"I think it will become an annual trip," said Adams. "I have been keeping a complete log of the trip for the next guy to reference."

CG begins Bicentennial celebration

by PA2 John Moss

This month begins the largest national celebration of the Coast Guard ever. On Aug. 4, 1989, the Coast Guard was 199 years old, and it marked the beginning of a year-long Coast Guard Bicentennial celebration.

It began in Newburyport, Mass., where the first Revenue Cutter, the Massachusetts, was built and launched in 1791. The week-long celebration focused on the Coast Guard through concerts, memorials, drill team performances, parades and fireworks.

In the Second District, the St. Louis area began the celebration during the 1989 VP Fair. In six air shows, more than a million people saw Coast Guard aircraft and heard a 10-minute narration about Coast Guard missions and the 200th anniversary.



On Aug. 6 and 7, the Compton Heights Band in St. Louis featured the bicentennial during two outdoor performances.

For 1990 the Coast Guard will have much greater participation in the VP Fair. The Coast Guard band will be performing in St. Louis, Cape Girardeau, Mo., and Memphis, Tenn., during the month of June. Other bicentennial events will be planned around the

band concerts.

Headquarters will be sending district offices promotional material and other items to help field units celebrate the bicentennial in their local communities. These materials should arrive at the district by mid to late fall.

The Coast Guard's bicentennial celebration will conclude Aug. 4, 1990, in Grand Haven, Mich., at the annual Coast Guard Festival.

Barges collide on Miss. River

Spills diesel fuel, lube oil

by PA2 John Moss

The towboats Edmond L. and Alois Luhr collided July 16 on the Mississippi River causing the Edmond L. to sink about 15 miles north of Cape Girardeau, Mo., spilling approx. 2,000 gallons of diesel fuel and lube oil.

The Edmond L. was northbound pushing an Army Corps of Engineers barge when the two tows collided barge to barge. At first, officials assumed the Edmond L. had struck a wing dike and punctured a hole in the bottom. However, it floated on its own after being raised indicating there were no holes in the vessel.

Lieutenant Michael Rand, port operations officer, Marine Safety Office St. Louis, thinks the boat heeled over from the impact of the collision and water ran into the engine room.

"Probably, the starboard side caught the water's edge and allowed flooding into the engine room," Rand said. "The Edmond L. only has eight to ten inches of

freeboard to begin with, and at the engine room there is no bulwark to keep water off the deck."

The boat ended up in less than 10 feet of water. Its stern was on the bottom, and its bow was held out of the water by the barge it was towing.

MSO St. Louis sent the duty officer and a pollution investigator to the scene to assess the pollution and determine what could be done to abate it. They also ensured the owner of the boat, Delmar Marine, took prompt action to prevent further pollution. When a diver arrived on scene, they directed him to plug the fuel vents which were under water and to tighten the deck hatches preventing more oil from escaping.

Delmar Marine gave the responsibility to find a pollution contractor to their insurance company, Water Quality Insurance Service. However, the insurance company told the MSO they could not find a contractor in the area where the boat sank. The boat was salvaged before a pollution contractor could arrive on scene.

The Edmond L. was raised July 17 and towed to St. Louis for repairs July 18.

Photos document career

The Coast Guard's World War II fame is due in part to a Second District retiree's efforts.

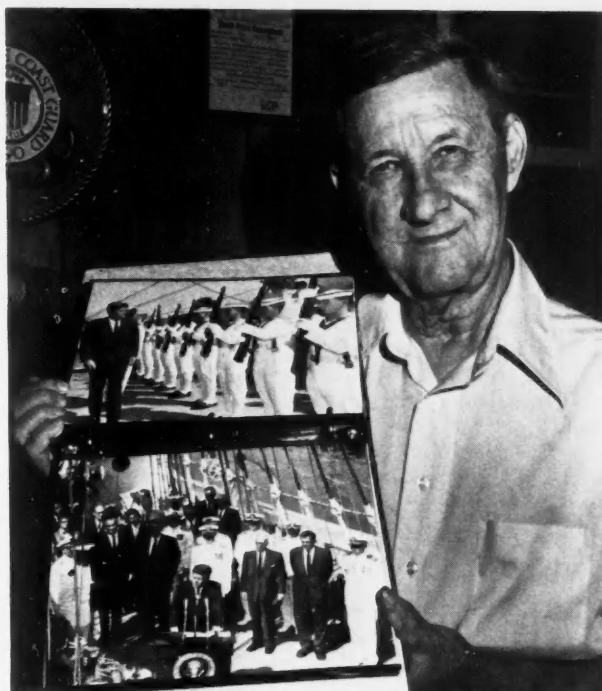
Story and photos by PAC Richard Griggs

A quick glimpse at this retired Coastie's collection of old photographs indicates this Missouri native was not an "average" photographers mate. During his 20-year career, which began in 1942, Senior Chief Photographers Mate Leonard "Spider" Webb was assigned to photograph several dignitaries and celebrities. But perhaps his most unique celebrity photos were of a dog named Sinbad.

Webb met Sinbad aboard the Coast Guard Cutter Campbell during WWII. For two years Webb photographed shipmates aboard the Campbell in and out of combat. He also photographed Sinbad, the cutter's mascot, performing his duties aboard the cutter, riding rickshaws in Japan visiting oriental tea houses, on liberty in foreign countries and sleeping in his hammock aboard the Campbell. Whenever the cutter pulled into port, Webb would ship the film to Coast Guard headquarters. As Washington circulated Webb's photos of ship, crew and dog, part of the Coast Guard's role in the war was publicized and Sinbad's fame spread.

Sinbad became famous across the U.S. and in foreign countries. Life Magazine and other publications wrote about him and he was the star of a short feature film by Universal Studios.

By June of 1946, Sinbad's status as a celebrity was well established and Webb and Sinbad received new orders. Headquarters had put together a full-blown publicity tour for the dog. Webb escorted the four-legged celebrity from one major city to the next for two months. "We stayed and dined in the most prestigious hotels (no questions asked), received keys to the cities, heroes welcomes, and 'pawtographed' books that told of Sinbad's exploits," said Webb.



A photo album of President Kennedy's tour of CGC Eagle is one of Webb's treasured mementos of his career.



Leonard Webb (left) and Ed Mergel relive some of their WWII experiences at the annual CGC Campbell reunion while paging through one of Webb's scrapbooks.

But Sinbad was only the first in a long list of VIPs Webb assisted and photographed during his career. During subsequent assignments at Coast Guard headquarters, Webb photographed presidents, department secretaries, and movie stars who were key figures in the Treasury Department's bond drives. Autographed photos of people such as Lyndon Johnson, Jonathan Winters and John Forsyth are some of Webb's fond mementos of his career as a Coast Guard photographer.

Webb's most treasured photos are of the day President John Kennedy visited CGC Eagle at the Washington Navy Yard. Webb was the only photographer, military or civilian, who was allowed to roam with the president as he toured the ship and visited with the cadets and crew. Although it was a special day for Webb, he wasn't unaccustomed to the experience.

(continued on page 5)

CAMEO aids cleanup

Operated by D2 LCDR

by PA1 Tom Heflick

Computers are used in all kinds of businesses. Following that trend, the Coast Guard is using UNISYS and Macintosh computers for the oil spill response and monitoring business in Valdez, Alaska.

While the computers may not be unusual, the awesome task of measuring the progress of Exxon's cleanup effort is being accomplished with a special software package called CAMEO.

The CAMEO software system was managed for more than a month by Lieutenant Commander John Reed, Second District assistant marine environmental and port safety branch chief and CERCLA coordinator.

The sophisticated CAMEO program, which is an acronym for Computer Assisted Management Emergency Operations, is being used to produce detailed maps, graphs and reports describing the extent of contamination of any portion of the hundreds of miles of shoreline affected by the Exxon spill.

CAMEO also translates all the information describing the varying terrain and extent of contamination of the shoreline into units called "Clydes."

A Clyde is a standard unit for measuring the cleanup difficulty level of various segments of the shoreline. These units are critical in realistically tracking the progress of the cleanup.

According to Reed, "Comparing the number of miles of shoreline signed-off as treated to the total miles that were contaminated doesn't do much to indicate actual cleanup progress."

This is because cleaning 10 miles of lightly-oiled rock face takes less time and effort than five miles of heavily-oiled sand and pebble beach.

By comparing the total Clydes of work effort required to complete cleanup and the number of days left before winter sets in, CAMEO can calculate the number of Clydes per day required to accomplish the cleanup by deadline. By comparing that calculation to the Clyde value of the segments of shoreline that have been satisfactorily treated, CAMEO can determine whether Exxon is on schedule or not.

Got that? Now you can see why computers are needed to track the progress.

"With CAMEO we can measure cleanup progress independent of Exxon's estimations," said Reed. "If the cleanup is not progressing at an adequate pace, we can urge Exxon to step up its operation, hire more people, or whatever else is needed."

Suicide 'types' not typical

by Rich Curtis

It is estimated by the American Association of Suicidology that suicide claims 35,000 lives each year, making it one of the ten leading causes of death in the United States. Now, take that figure and multiply it by eight and you have the estimated number of suicide attempts that occur in a typical year.

"He isn't the type to kill himself. People who talk about suicide don't really do it. They say she attempted suicide, but she was just trying to get attention; if nobody makes a big fuss over it she won't do it again." These statements reflect common beliefs that cause many people to miss the warning signs of a suicide victim.

"I didn't think he was the type," is a common reaction of many people after a suicide or attempted sui-

cide. There is no specific "type" of individual that will try suicide, according to the American Association of Suicidology. People of all kinds end their own lives.

Many people believe when individuals are serious about suicide they will keep to themselves and not talk about it. Therefore, individuals who talk about suicide aren't taken seriously, leaving a very important warning sign unchecked. In fact, statistics from A.A.S. show people who are planning to commit suicide often do talk to others in indirect ways, looking for someone to help them.

As obvious as it seems, attempted suicides are often left untreated. Individuals who have attempted suicides no matter how insignificant are highly prone to try again if someone hasn't intervened to help them. All suicide attempts need to be taken

seriously and dealt with by a professional.

The American Association of Suicidology lists additional warning signs as a suicide threat: depression, marked changes in behavior or personality, and making arrangements as though for a final departure.

There are proper actions to take when you see any of these warning signs: first, accept the threat as real, talk to the person about his/her feelings and the individual's suicide thoughts and plans, and be sure the individual is immediately referred to a professional for help.

Help is available at local hospital emergency rooms, suicide prevention centers, mental health clinics, or a mental health professional. For the St. Louis area, Life Crisis Services of St. Louis is a prevention option and can be reached at their toll-free number 1-800-392-2191.

Cutter carries torch

Story and photo by PA1 Gail Williams



Master Chief Boatswain's Mate Charles Jones holds the torch that was carried across 77 counties in Oklahoma.

The CGC Muskingum participated in the 1989 Olympic Torch Run July 9 in Sallisaw, Okla.

The torch run is held for American athletes in years when no international games, such as the Olympic or Pan Am games, are held. It's designed to bring awareness of the festivities to the state in which it is held.

This year the run was held in the state of Oklahoma. It covered 77 counties, came within 30 miles of each city, and utilized all modes of transportation available.

CGC Muskingum carried approximately 30 people, including local media and members of the Olympic committee, five miles on the Arkansas River from lock and dam 15 to the Coast Guard moorings in Sallisaw. Next year the Torch Run will be held in the St. Paul/Minneapolis area.

Credit Fact

If your credit card is lost or stolen and used before you report it, the most you will owe for unauthorized charges on the card is \$50, according to the Fair Credit Billing Act.



Webb (continued from page 3)

"I had so many opportunities working with the top leaders of our country and photographing foreign dignitaries and being with people who really governed the USA," said Webb.

Although retired from the Coast Guard for 25 years, Webb still maintains contact with former shipmates from his days aboard the Campbell at the ship's annual reunions.

When asked about his experiences and career in the Coast Guard, Webb doesn't hesitate for an answer, "I can't say I ever had a bad day . . . they were all good. It was the greatest thing in my life to be a member of that great organization."

VP Fair

St. Louis CG supports July 4th celebration

by PA2 Dean Jones

An HU-25 Falcon jet and HH-3 and HH-65 helicopters, flying in formation above the Mississippi River July 1, introduced the Coast Guard's participation in the 1989 St. Louis VP Fair to thousands of onlookers. However, the service's function during the four-day, July 4 celebration was not limited to air show participation.

The rivertender Sumac, moored directly below the St. Louis Arch on the Mississippi Riverfront, was the Coast Guard's command center during the event. Under the direction of Cmdr. Timothy Josiah, commanding officer, MSO St. Louis, active-duty, reserve and Auxiliary Coast Guardsmen enforced river closures during air shows and fireworks displays. They also kept commercial river traffic informed of the activities in the area and were ready to respond to any emergencies if necessary.

With all the activities associated with the Midwest's largest Fourth of July celebration, the Coast Guard's role was essential to the fair's success.

"Our main concern is safety," said Josiah emphasizing the importance of their mission.

Despite the importance of the Second District's role on the river, the Coast Guard's most noticeable presence was their airshow participation. The three aircraft from Mobile, Ala., performed a river rescue demonstration using MSO St. Louis personnel as "victims."

In addition to three air shows at the Riverfront, the aircraft performed in three air shows at the Spirit of St. Louis Airport, 20 miles west of the city. The HH-3 was also on static display at a private party for disabled people one afternoon.

The Coast Guard Auxiliary, in conjunction with the VP Fair's theme of education, operated a boating safety booth on the fairgrounds. Thousands of people visited the booth during Education Day, July 3.

Since next year is the Coast Guard's Bicentennial, the service's participation in the 1990 VP Fair will be greater than ever. "We'll try to get as much exposure as we can to the two to three million people who attend the fair annually," said Lt. Alan Carr, public affairs officer for the Second District.

*"We'll try to get as much exposure
as we can to the two or three
million people who attend the fair."*



Thousands of visitors watched the air shows during the VP Fair. The Coast Guard's command center during the celebration was the rivertender Sumac, moored on the Mississippi River during air shows and fireworks displays.



Disabled children tour a Coast Guard helicopter during the VP Fair. The display was part of America's Birthday Party for the Disabled. (photo by PAC Richard Griggs)



ing the VP Fair in St. Louis. CGC Sumac, moored at the
ter during the fair. The center was responsible for closing
orks displays. (photo by PA2 Dean Jones)



er during a static display at the Spirit of St. Louis airport.
ty for the disabled — one of the VP Fair's many activities.



DC2 Jeffrey Kuhr, Atlantic Strike Team, assists a visitor with an air purifying respirator in the Coast
Guard's display tent at the VP Fair. (photo by PA1 Gail Williams)



An HH-65 helicopter hoists a "victim" during a rescue demonstration on the Mississippi River in a VP
Fair airshow. The "victim" was Lt. Michael Rand of MSO St. Louis. (photo by PA2 Dean Jones)

CG special to Ark. lady

by PA2 John Moss

If you haven't heard from her yet, you probably will.

The Coast Guard Lady, also known as Lois Bouton, is well known throughout the Coast Guard for her many postcards and letters. This summer more than 200 Coast Guard units will receive a letter from her to help celebrate the bicentennial. Every month Lois mails about 100 letters, most of which go to Coast Guard people and units.

Lois developed an interest in the Coast Guard during World War II when she joined the SPARs.

"It was the patriotic thing to do," she said. "I was a SPAR for two years, two months and 22 days."

The SPARs was an organization of Coast Guard Reserve women formed in 1942 who performed duties in the states so men could go overseas.

"I was a SPAR for two years, two months and 22 days."

Lois served as a radioman from 1943 to 1945. While stationed in Atlantic City, N.J., she met her husband Bill on the boardwalk in a small servicemen's center. He was in the Army and assigned to a minelaying vessel in Delaware Bay.

After leaving the SPARs, her interest and concern for Coast Guard people continued. She lived in Illinois near the Great Lakes Naval Hospital and visited Coast Guard patients there from 1968 to 1974. She made an effort to keep in contact with those people after they left and to this day, still corresponds with some of them.

Currently she is living with her husband in Rogers, Ark. She usually spends three or four hours every morning writing letters. She writes to the oldest living former Coast Guard pilot, an 88-year-old wife of a former lighthouse keeper and a recruit fresh from boot camp.

"I write to everybody from beginners to admirals," Lois said.

But she makes a special effort to write to isolated duty stations like the LORAN stations in the Pacific and elsewhere.

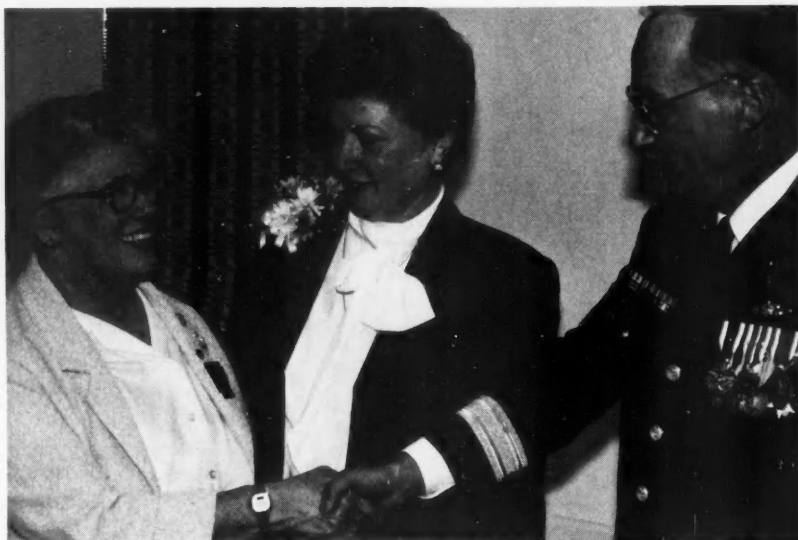
Lois and Bill try to take trips to visit Coast Guard units two or three times a year. The farthest they've traveled so far is Tok, Alaska, visiting LORAN Station Tok. However, they usually try to work in a Coast Guard visit while on

personal trips. Every time the Boutons visit their daughter in Baltimore, they stop by the Coast Guard Yard at Curtis Bay.

Lois is always delighted to receive letters from Coast Guard people and always makes a point to write back.

If you would like to write the Coast Guard Lady, her address is:

Lois Bouton
1616 S. 16th St.
Rogers, Ark. 72756



The Coast Guard Lady, Lois Bouton, greets RADM William Ecker at the Second District change of command as Mrs. Ecker looks on. (photo by PA2 John Moss)



Lois Bouton, center, relaxes on the Atlantic City Boardwalk while in SPAR II Radio School in 1944. On the left is Navy WAVE Alberta Buzzinitz and on the right is fellow SPAR Ruth Dyer.

D2 responds to spill

Story and photos by PA2 John Moss

The Alaskan oil spill has impacted the lives of many people — Coast Guardsmen included. Because of its small size, the Coast Guard has been forced to send people from each of its districts to cover the workload there.

The Second District is no exception. For several people, the summer of '89 included several weeks spent in Alaska. Those who participated, however, would probably say it was a good experience.

Two of the many Second District people who fit that description are Port Securityman Third Class Luther Prather and Damage Controlman Second Class Mark Page.

Prather, Reserve Unit Leavenworth, Kan., went to Alaska early in June and expects to be there through September. He's a beach monitor on Kodiak Island.

Prather volunteered to go to Alaska as a chance to be part of history and to see Alaska. But more than that, Prather said he wanted to be part of the solution.

"I feel like what I'm doing here is helping in the clean-up," Prather said.

He will spend part of his time walking beaches documenting the oil spill's impact. The rest of his time will be spent aboard a contracted fishing boat skimming oil. He observes their operations and reports what he sees.

DC2 Mark Page, Marine Safety Office Paducah, Ky., went to Valdez June 19 and spent 32 days working in the Federal On-scene Coordinator's office. Page saw this as a chance to see new places.

"I had never been west of the Mississippi before and this was about as far west and north as I could get," Page said.

His job as JOOD entailed answering hundreds of phone calls, tele-faxing documents and managing the duty driver.

Many other Second District active duty and reservists, officers and enlisted, focused their talents on the efforts to monitor the cleanup of what is being called the largest oil spill in the nation's history. Their contributions continue to have a major impact on the Coast Guard's ability to fulfill its oversight role.



PS3 Luther Prather inspects a lightly-oiled beach on Kodiak Island. Prather determines how much beach is covered with oil and how heavy it is. His reports, along with many others, help the Federal On-scene Coordinator track the progress of the cleanup.

DC2 Mark Page answers one of the hundreds of phone calls that come into the Federal On-scene Coordinator's office every day. Page's job must be manned 24 hours requiring three people to rotate 12-hour shifts.

WLR ceremony unique

Decommissioning won't end cutter's river mission yet

Story and photos by PA1 Gail Williams



Master Chief Boatswains Mate Charles D. Gunn (right) relieves Chief Warrant Officer Richard Cooke as officer-in-charge of the Coast Guard Cutter Dogwood in Pine Bluff, Ark.



A Change of Command and Decommissioning ceremony was held August 11 at Coast Guard moorings, Port of Pine Bluff, Ark.

Admiral William J. Ecker, commander, Second Coast Guard District was one of the guest speakers.

"The uniqueness of this ceremony comes about because technically we will be decommissioning a Coast Guard vessel, yet she will be remaining in service. This apparent dichotomy comes about because the command of this vessel will pass from a commissioned officer, hence the decommissioning, to a master chief petty officer who will serve as officer-in-charge," Ecker said.

During the change of command ceremony, Master Chief Boatswain's Mate Charles D. Gunn relieved Chief Warrant Officer Richard Cooke. Cooke, who has been the commanding officer for the past 3 years, was the last commissioned officer in charge of a rivertender. Now all rivertenders in the Second District are commanded by a Master Chief or Senior Chief Petty Officer in-charge.

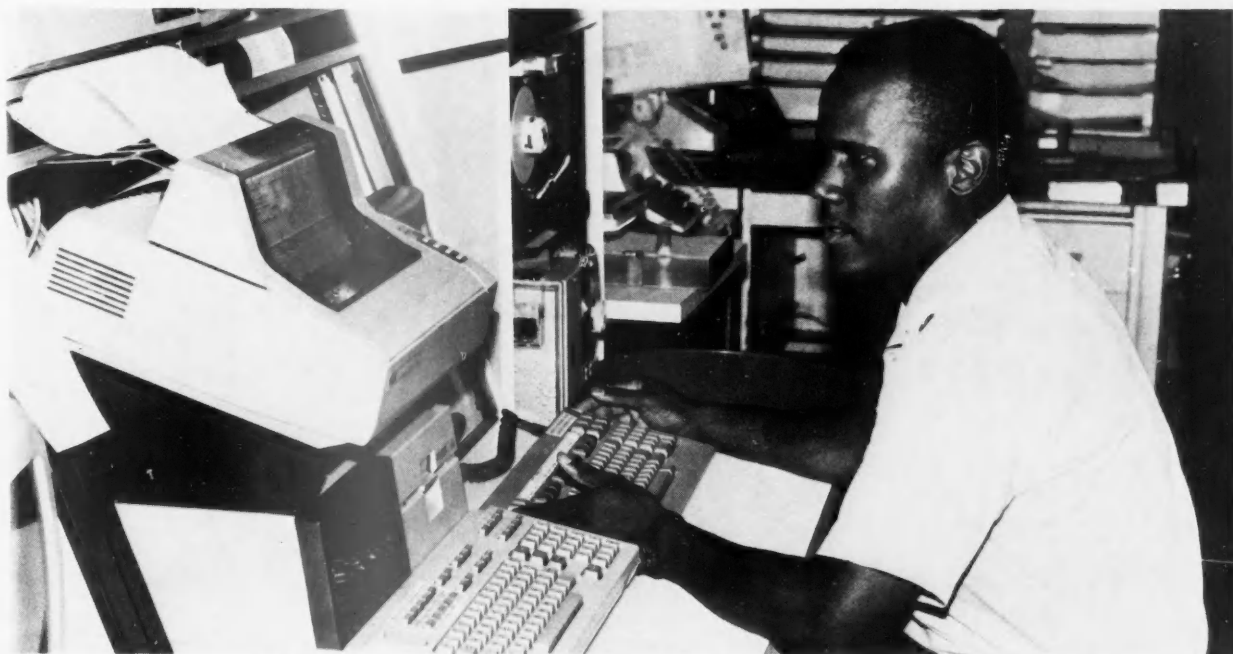
After the change of command, the CGC Dogwood was decommissioned with 47 years of service on the Western Rivers.

"Dogwood's days have become numbered and soon she will take her rightful place alongside many other Coast Guard vessels who have left an indelible mark on our service," said Ecker.

The rivertender has been homeported in Paducah, Ky.; Memphis, Tenn.; Vicksburg, Miss.; and its final homeport Pine Bluff, Ark. The CGC Kanawha will replace the CGC Dogwood Sept. 30. Until then, the CGC Dogwood will continue its normal operations.

"The Change of Command and Decommissioning ceremony was an opportunity for crewmembers and former crewmembers to honor the CGC Dogwood for her many years of service," said Cooke.

Chief Warrant Officer Richard Cooke speaks to his crew and visitors during the Dogwood change of command. Master Chief Boatswains Mate Charles D. Gunn relieved Cooke as officer-in-charge of the cutter.



RM1 Fredrick Carslick operates updated equipment in the Communications Center.

D2 modernizes COMCEN

Story and photos by PA1 Gail Williams

The Second District Communications Center recently received over \$25,000 worth of modern equipment that will reduce the radiomen's workload, and increase the Communications Center's productivity.

Two systems, the Standard Terminal Remote (STR) and the Standard SAMPS, Semi Automated Message Processing System, were installed over a three-month period to end the era of the 1930 technical equipment previously used.

The STR is set up to receive messages directly from Tinker Air Force Base, Okla. "The radio room receives approximately 500 messages a day," said Senior Chief Radioman Steve Moore. The Second District Communications Center decrypts all messages from Tinker Air Force Base,



A paper tape copy, that allows messages to be transferred to the Second District, is placed on the SAMPS tape reader.

then the messages go through both a printer and a paper tape.

The SRT produces both a printed paper copy and a paper tape copy of the message. The paper tape allows messages to be transferred to the Second District's teletype network without being retyped.

Once the SRT produces the paper tape copy of the message, this process is completed. The watchstander removes the paper tape and places it on the Standard SAMPS tape reader to be processed for Second District distribution.

The Standard SAMPS allows messages to be read into the district's teletype network. The network provides direct connections to terminals located at the Pay and Personnel Center, the Institute, and all three group offices. Messages are also sent and received by Base St. Louis, Omega Station La Moure, and all Second District MSO's using phone lines and automatic dialers. To support the district office's needs, the messages are printed from the system and watchstanders make copies and route appropriately.

Although the new system does the majority of the work, it could not function without the key people — radiomen. Watchstander's responsibilities include correcting human errors made on the messages, tape swapping from the SRT to the SAMPS system and maintaining records, just to mention a few.

"It's great. It speeds up the processing of messages and cuts the workload in half per message," said Radioman Second Class Leslie Aschnewitz. "We're able to process more messages in the same time frame, but with better communication capabilities. It also processes traffic with less errors."



Commander Michael Donohoe (right), MSO Memphis, and Lieutenant Commander Phil Rhoades, Group Lower Mississippi River, donate blood to begin a year-long pledge for Memphis Coast Guardsmen. Blood bank personnel Chris Wofford (right) and Cindy Martin take the donations. (MSO Memphis photo)

Memphis Coasties pledge 200 pints for 200th year

Commander Michael J. Donohoe, commanding officer Marine Safety Office Memphis, Tenn., announced a pledge by local Coast Guard personnel to donate 200 units of blood products to St. Jude Children's Research Hospital during the next 12 months.

Coast Guardsmen from all Memphis commands, including the Marine Safety Office, Group Lower Mississippi River, the CGC Kanawha, Reserve units, and Coast Guard Auxiliary have guaranteed a unit of blood product for each year of Coast Guard service to America.

"Today marks the beginning of the U.S. Coast Guard's 200th consecutive year of service to the American people, and we wanted to do something really special to celebrate this event in Memphis," said Donohoe. "St. Jude's and its people are truly unique, doing extraordinary work with incredibly special children, and we believe our bicentennial is an ideal opportunity to get involved in assisting St. Jude in saving lives."

Awards

MILITARY AWARDS

Coast Guard Meritorious Unit Commendation with "o":
MSO St. Louis

Coast Guard Commendation Medal with "o":
BMCM D. C. Gunn, CGC Chippewa
BMCM R. A. Rust, CGC Kanawha

Coast Guard Commendation Medal

CAPT L. J. Balok, CGDTWO(m)
LCDR J. E. Koehler, CGDTWO(m)
CDR T. M. O'Connell, CGDTWO(oan)
CDR. T. B. Rodino, CGDTWO(m)
CWO D. R. Oakley, Group Lower Miss. River
CWO M. A. Pulsifer, OMSTA LaMoure

Coast Guard Achievement Medal with "o":
BMCS D. K. Carter, CGC Scioto

Coast Guard Achievement Medal:

LCDR W. G. Braceland, MSO Pittsburgh
LCDR A. E. Adkins, MSO Huntington
LT L. L. Ritter, Group Ohio Valley
RM1 D. H. Johnson, Jr., Group Upper Miss. River
SN M. Martinez CGDTWO(b)

Letter of Commendation:

RM2 B. W. Johnson, Group Upper Miss. River
RM3 D. R. Whitson, Group Upper Miss. River

Current Notes...

'News from and for Second District people'

Reservist saves life

by LT R. A. Ebert

Machinery Technician Third Class Pat Sullivan of CGRU St. Paul became a life saver when he revived a one-year-old child at a Minneapolis carwash in May.

Sullivan was with a crew cleaning the unit's smallboat when he heard a woman scream, "Save my Baby!" Sullivan rushed to aid the infant while Seaman Apprentice Chris Carpenter ran to call 911.

Realizing the baby had stopped breathing, Sullivan initiated CPR by performing four blows to the child's back, dislodging a piece of candy. The baby then resumed normal breathing.

After emergency personnel arrived, the Coasties returned to the unit. "This is why everyone should learn CPR," said Sullivan. The three year member of CGRU St. Paul is a business student at the college of St. Thomas.

Direct Deposit saves

Direct Deposit (DD) is a payment method which allows, through the medium of Electronic Funds Transfer (EFT), the employee's pay to be directly deposited to a savings or checking account of the employee's choice. The service eliminates the cost of printing, mailing, and processing checks, and a significant savings is achieved. With over 20 million Americans enrolled in the program since its start in 1975, the Department of the Treasury estimates that DD/EFT saves the United States Government \$7 million each year. This results in both a monetary savings to the taxpayer and, in terms of timeliness and security of paycheck processing, additional savings to the individual employees enrolled as program participants.

Some of the benefits of the program:

1. Ensures that the enrollee's money is available at the opening of business each payday.
2. Faster service in the event it is ever necessary to re-issue, or replace a paycheck.
3. Eliminates the need to make a special trip to a financial institution for the purpose of depositing a check.
4. Reduces or eliminates the occurrence of delayed, lost, or stolen payments.

Because of the benefits and savings associated with program participation, the Commandant strongly endorses the Secretary of Transportation's goal to enroll a minimum of 80 per cent of all eligibles. For more information see COMDTNOTE 12298.

PA school screening

Effective with the new edition of the Training and Education Manual (COMDTINST M1500.10B), a screening process for applicants for PA "A" School was initiated.

Details on the purpose and mechanics of the process are contained in COMDTINST M1500.10B, figure 2-1, paragraph 13, page 20. For more information contact Second District Public Affairs at FTS 279-4627.

Glacier reunion

Attention all former CGC Glacier crewmen. A Glacier reunion is being planned for 1991. The reunion will be open to all former Coast Guard and Navy crewmen. A possible site for the reunion is Reedsport, Ore., where the icebreaker will join the research vessel Hero as part of the Antarctic Experience Museum.

For more information, contact BMCS Moreland at (314) 425-5011 or FTS 279-5011, or CWO Brady at MLC Pacific, (415) 437-3399.



Reserve SWEs

Beginning in October, there will be only one Reserve service-wide exam (SWE) a year. Promotions from the October SWE will be on the first day of January, May and September of the following year. Cut-off points will be established for the vacancies at the time of the advancement list's publication. Reserve personnel below the cut-off have a chance of advancement if additional vacancies occur, however, they should plan to take the next exam.

Commandant Notice 1418, dated April 11, 1989, discusses this and other important information concerning Reserve SWEs.

Group Ohio Honored

LCDR Gary Scheer, commander, Coast Guard Group Ohio Valley, accepted a plaque and the silver CFC award on behalf of his unit at the Annual Louisville Combined Federal Campaign Awards presentation in May. The awards were presented to the unit for their support in the 1988 campaign and were sponsored by the Federal Executive Agencies Committee of Louisville, Ky.

RC correction

Last issue, in the article "1990 brings changes," we incorrectly said the CGC Greenbriar will be under the command of Coast Guard Group Lower Mississippi River, Memphis, Tenn.

The CGC Greenbriar will be under the command of Group Ohio Valley, Louisville, Ky.



(from left to right) Kenneth Robben, King Reynolds, Leonard Webb, and Ed Mergele enjoy Webb's scrapbooks of their WWII days aboard CGC Campbell. Webb and other Campbell sailors held their annual reunion in St. Louis May 18, 19 and 20. (photo by PAC Richard Griggs)

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